(c) whether the small cities have been indentified; and

(d) if so, the details thereof particularly small cities in Andhra Pradesh?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) To encourage small aircraft (turbo-prop) operations to connect smaller and non-metro cities, it has been decided to provide ATF to such aircraft at international prices and notify ATF as a declared good under the Central Sales Tax, 1956. Time frame for commencement of the services cannot be indicated at this stage since opearators are free to connect places in their commercial judgement subject to compliance with the Route Dispersal Guidelines which provide for certain minimum operations on specified category of routes.

Privatisation of AAI

1986. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a decision has been taken to privatize Airports Authority of India;

(b) if so, the operative areas proposed to be privatized; and

(c) whether privatization will be wholly indigenous?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) No, Sir. However, it has been decided to restructure the airports of the Airports Authority of India as and when found suitable through long-term lease. At present, the existing airports at Delhi, Mumbai, Chennai and Calcutta are being taken up for this exercise. It is envisaged that it would cover all areas of airport operations except, air traffic / air space management, customs, immigration and security.

(c) As per the policy on airport infrastructure, foreign equity participation in such ventures may be permitted up to 74% with automatic approval and upto 100% with special permission. Such participation could also be by foreign airport authorities.

Restoration of Air Bus Service between Delhi and Bhubaneswar

1987. SHRI RAMACHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have any proposal for restoring Air-Bus service form Delhi to Bhubaneswar and Bhubaneswar to Delhi instead of boeing; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) Since the present capacity mets the requirement of passengers on Delhi-Bhubaneswar route and there is a capacity constraint, Indian Airlines have no plan to introduce A-320 service on Delhi- Bhubaneswar route.

Medical Checkup of Cabin Crew

1988. DR. C. NARAYANA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that cabin crew are subjected to annual medical check-up without formulating compensation policy in the event of medical grounding; and

(b) if so, whether such medical check-up is against the service rule?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) As per Regulation 47 of Air India Employees service regulations and secion 30 (c) and (d) of the standing orders, Female Cabin Crew (Air Hostesses) are required to undergo flying duties upto 35 years which may be extended to 50 years subject to their medical fitness for this purpose. They are required to undergo biennial Medical examination after they attain 37 years of age upto 45 years of age and thereafter they are required to undergo medical examination on annual basis till they attain 50 years of age. A separate compensation policy in the form of annuity in the event of cabin crew being found medically unfit to perform duties of cabin Crew in set out in the Memorandum of Settlement of October 1972 signed between Air India and the then Air Corporation Employees Union. Male Cabin Crew are not required to undergo any corresponding medical examination because from the inception of service, the age of retirement of male Cabin Crew was 58 years without any question of an extention of service in their case.

In Indian Airlines, Flying Cabin Crew are retained in the service of the Company so long as they remain medically fit for duties but are retired on attaining the medical examination once a year after attaining the age of 35 years. There is also a Provisions for grant of annuity for medically unfit Cabin Crew at variable rates which forms part of the settlement signed with the representative Union.